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Masuda et al.

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(54) **PROTECTIVE CUSHION FOR VEHICLE OCCUPANT'S HEAD**

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(73) Assignee: **Takata Corporation**, Tokyo (JP)

96/26087 8/1996 (WO) .

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

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(21) Appl. No.: **09/377,714**

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(57) **ABSTRACT**

(30) **Foreign Application Priority Data**

Aug. 20, 1998 (JP) 10-234417

A protective cushion or airbag for a vehicle occupant's head which can introduce gas into chambers simultaneously or with desired time lags among the chambers. A cushion comprises an occupant-side sheet and a body-side sheet which are superposed on each other and sewn together so as to form vacant chambers between the sheets. A cylindrical member is disposed between upper portions of the sheets. Gas supplied through a rear end of the cylindrical member is introduced into the chambers openings and a front end of the cylindrical member.

(51) **Int. Cl.**⁷ **B60R 21/22**

(52) **U.S. Cl.** **280/730.2; 280/729; 280/743.1; 280/749**

(58) **Field of Search** 280/749, 743.1, 280/730.2, 730.1, 729, 740

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19 Claims, 6 Drawing Sheets

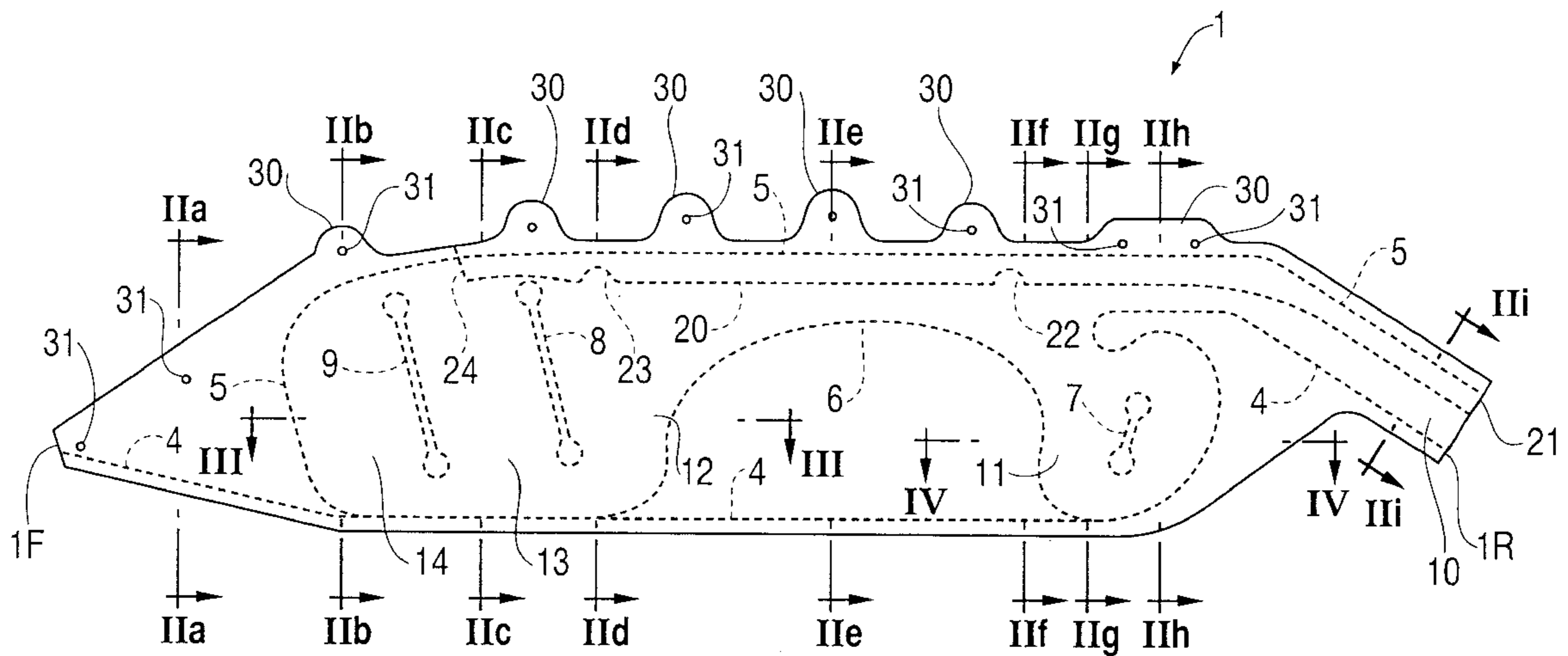
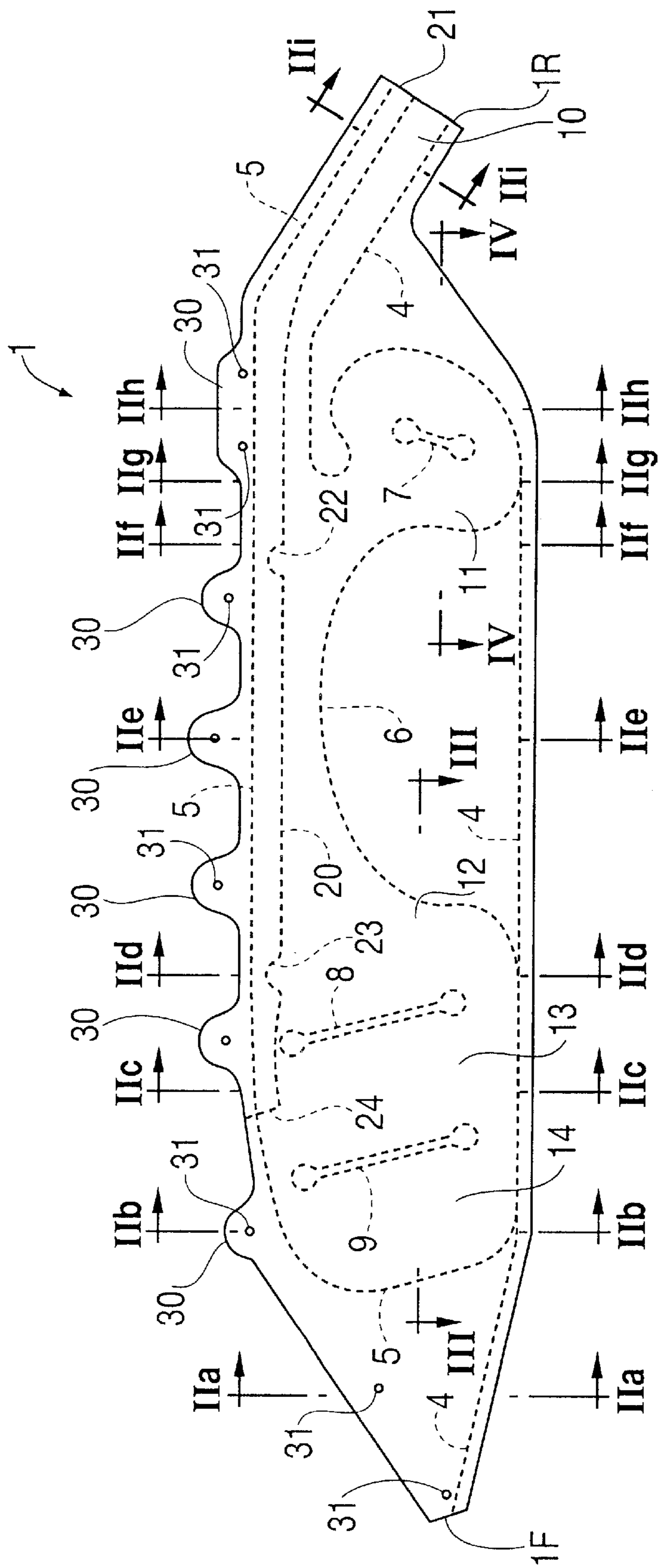


FIG. 1



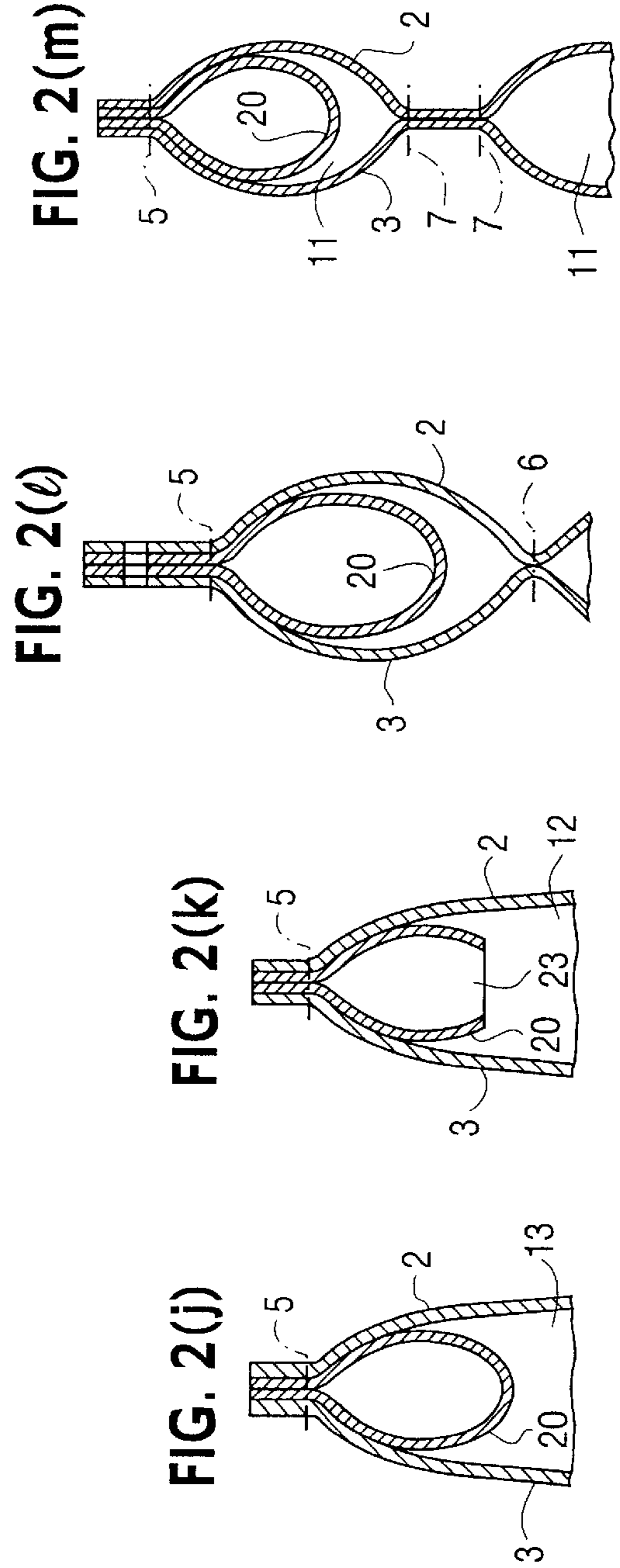
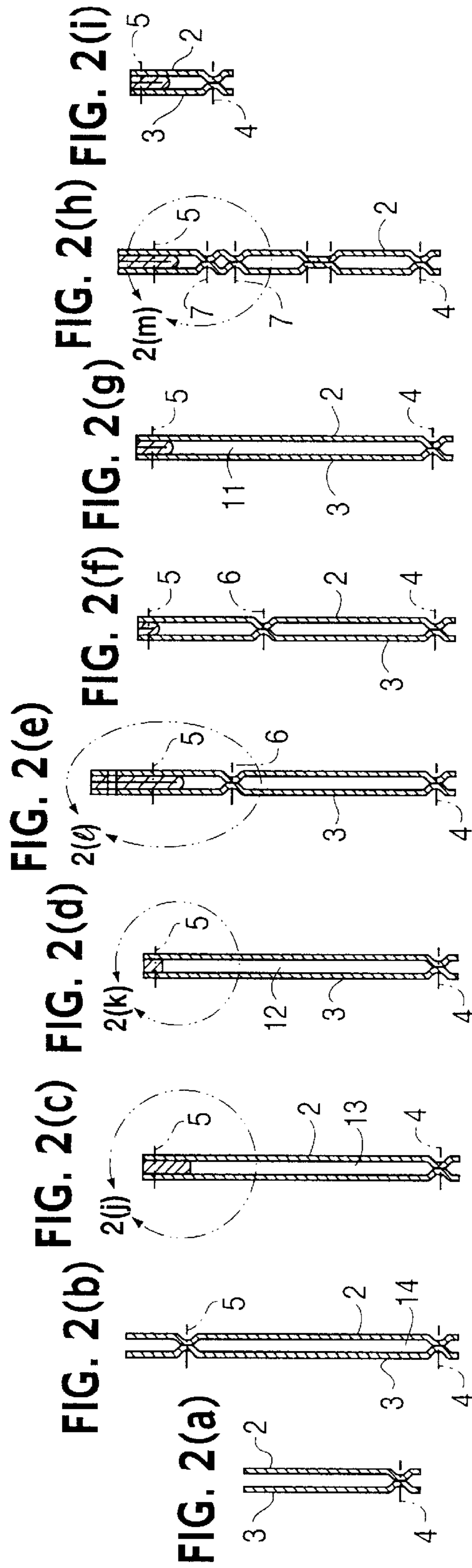


FIG. 3

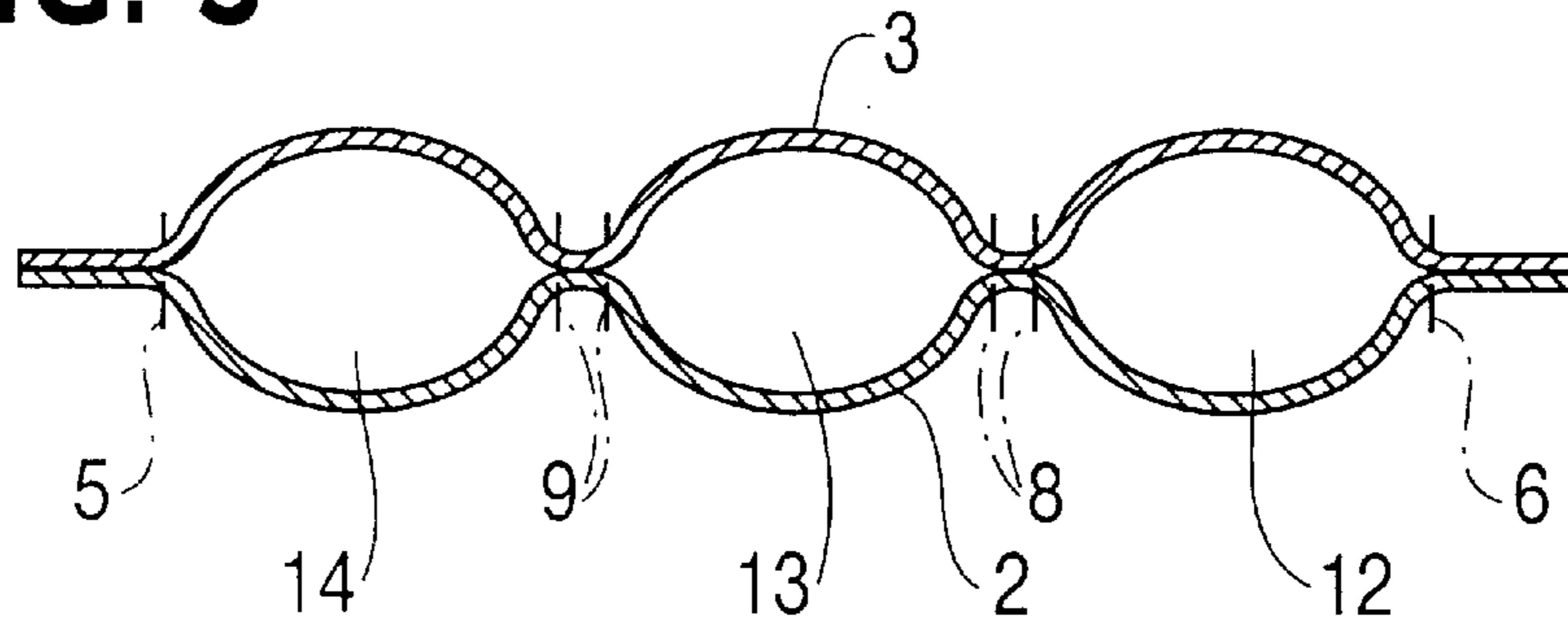


FIG. 4

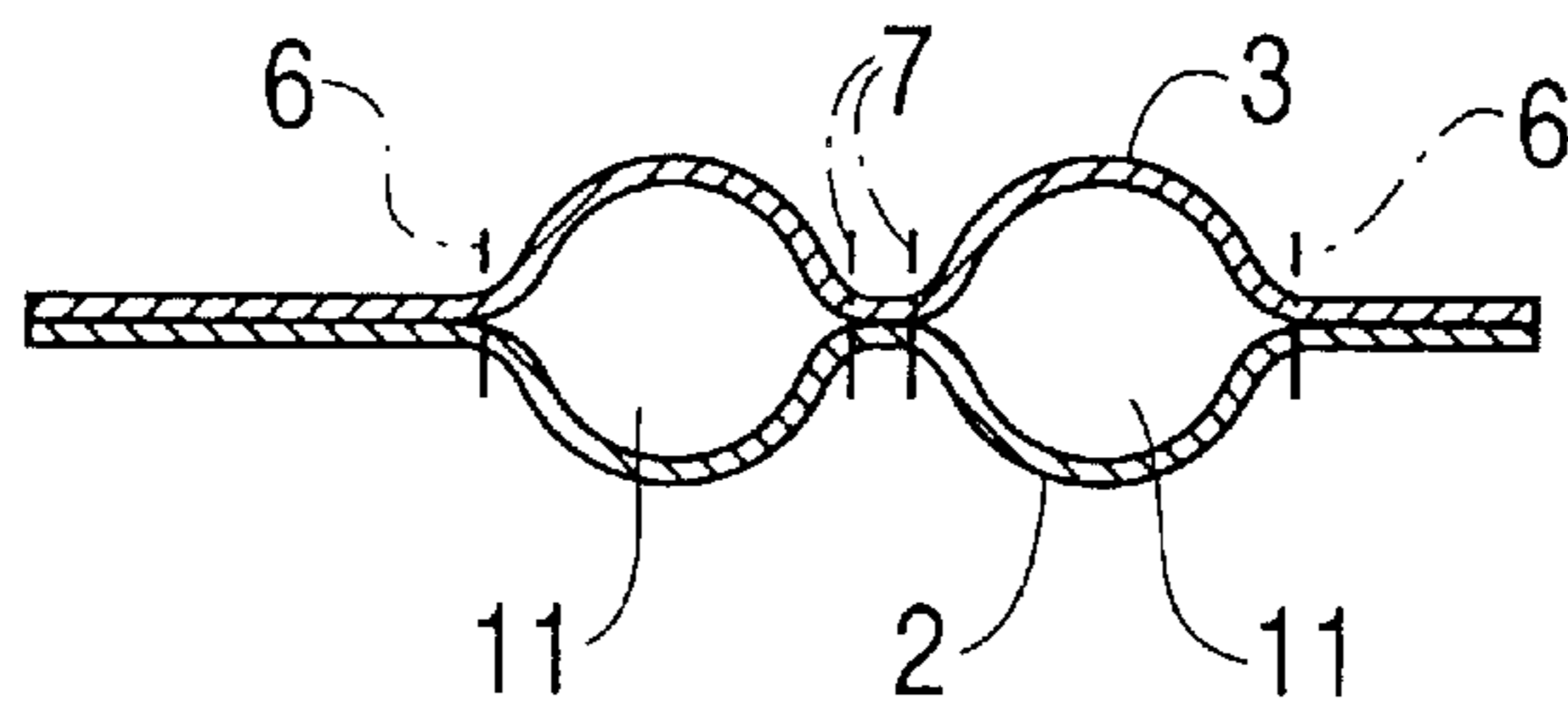


FIG. 5

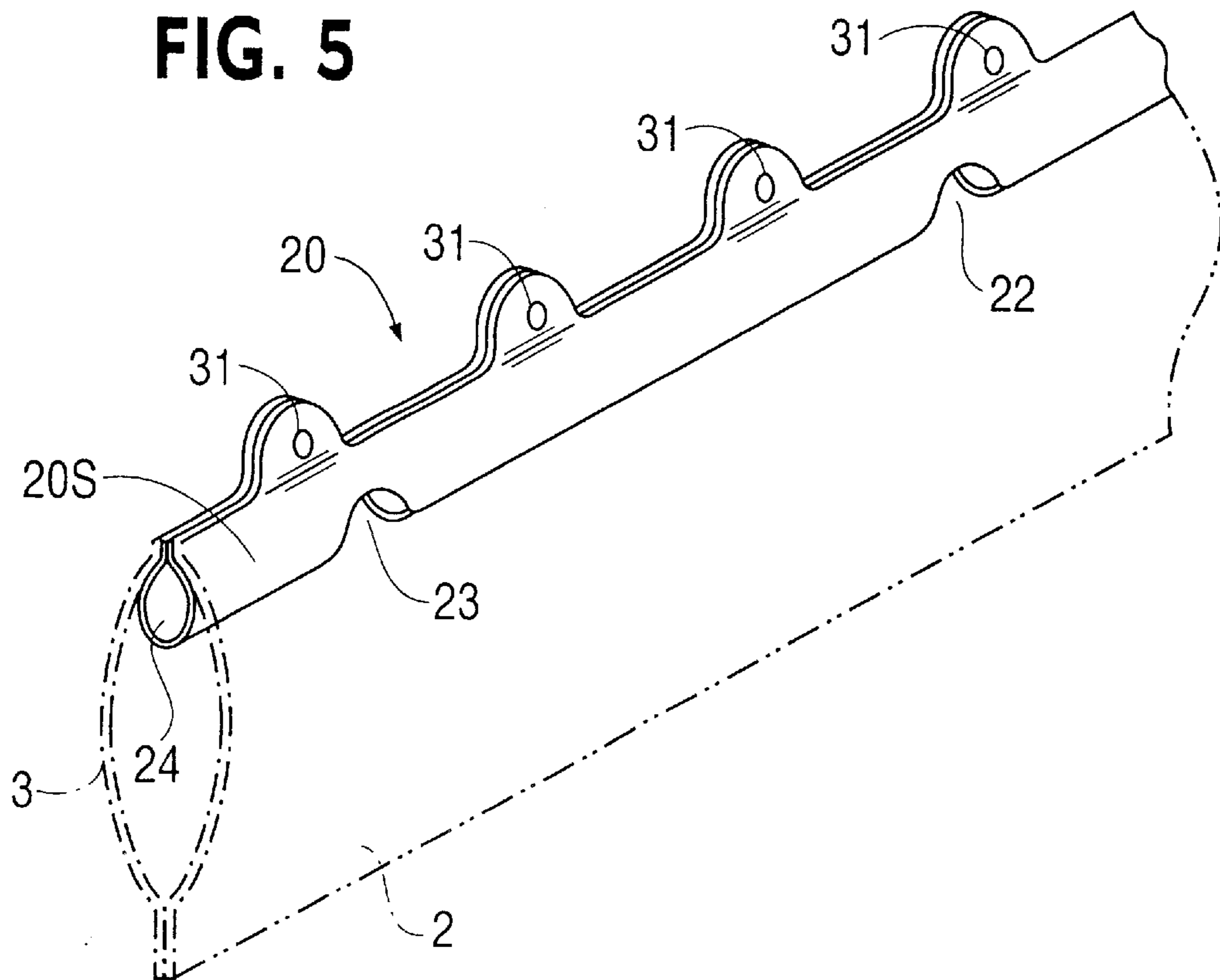


FIG. 6

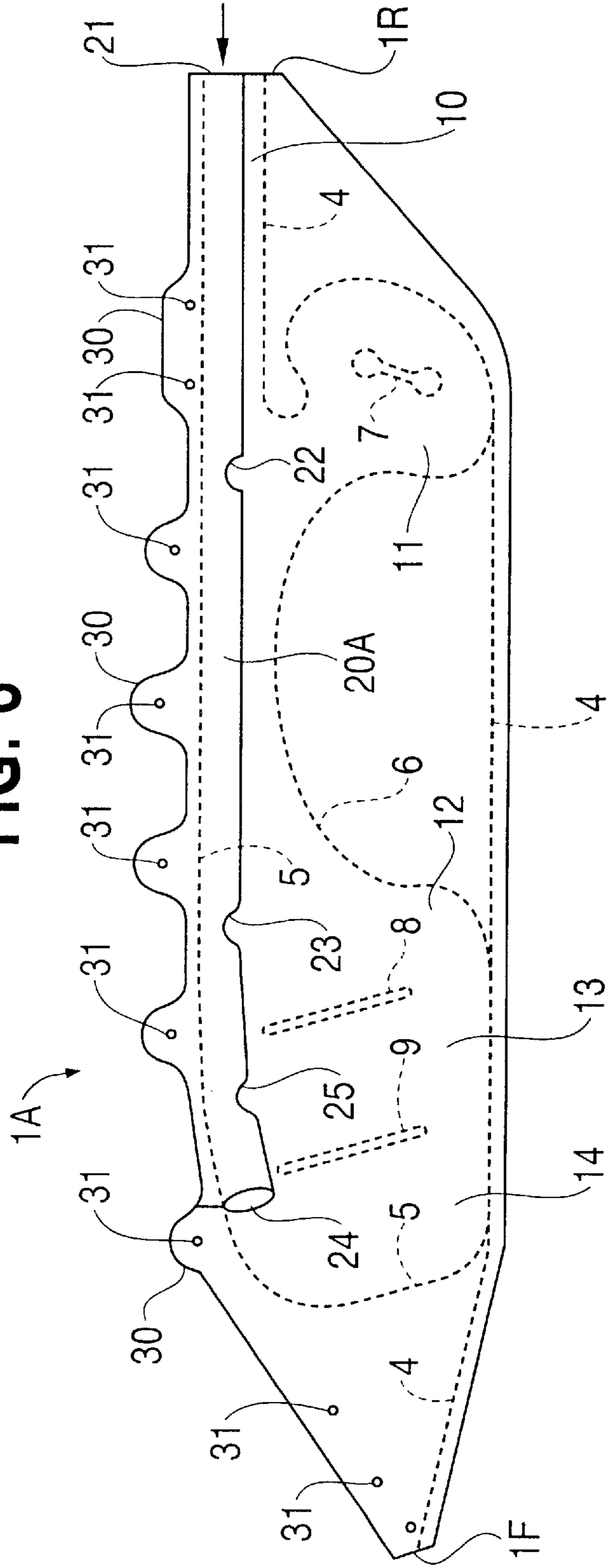


FIG. 7(a)

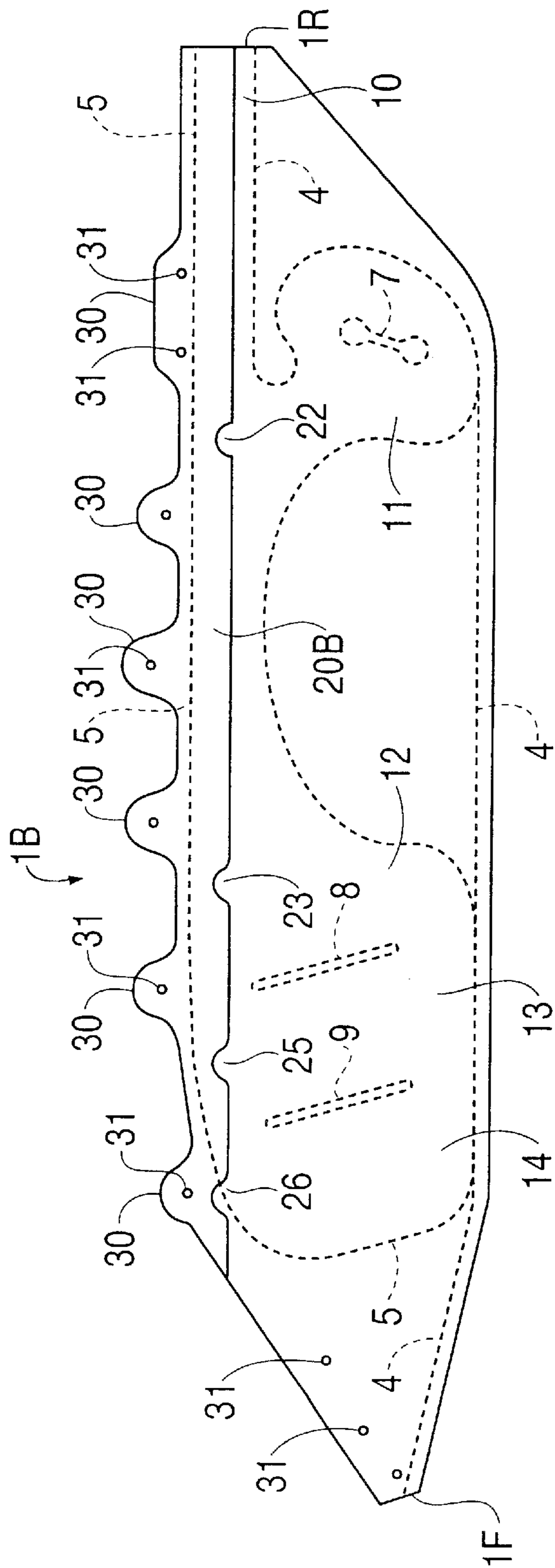


FIG. 7(b)

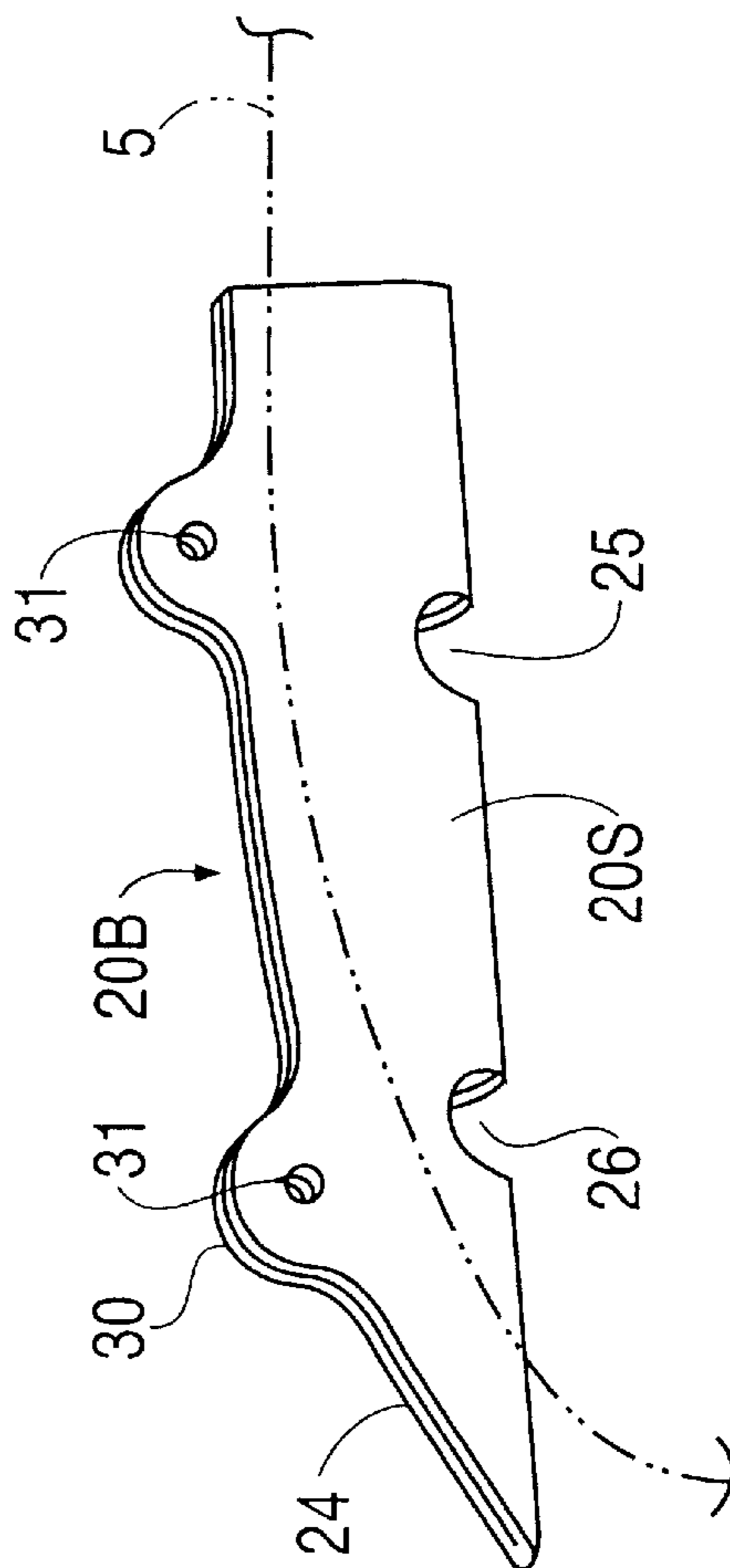


FIG. 8(a)

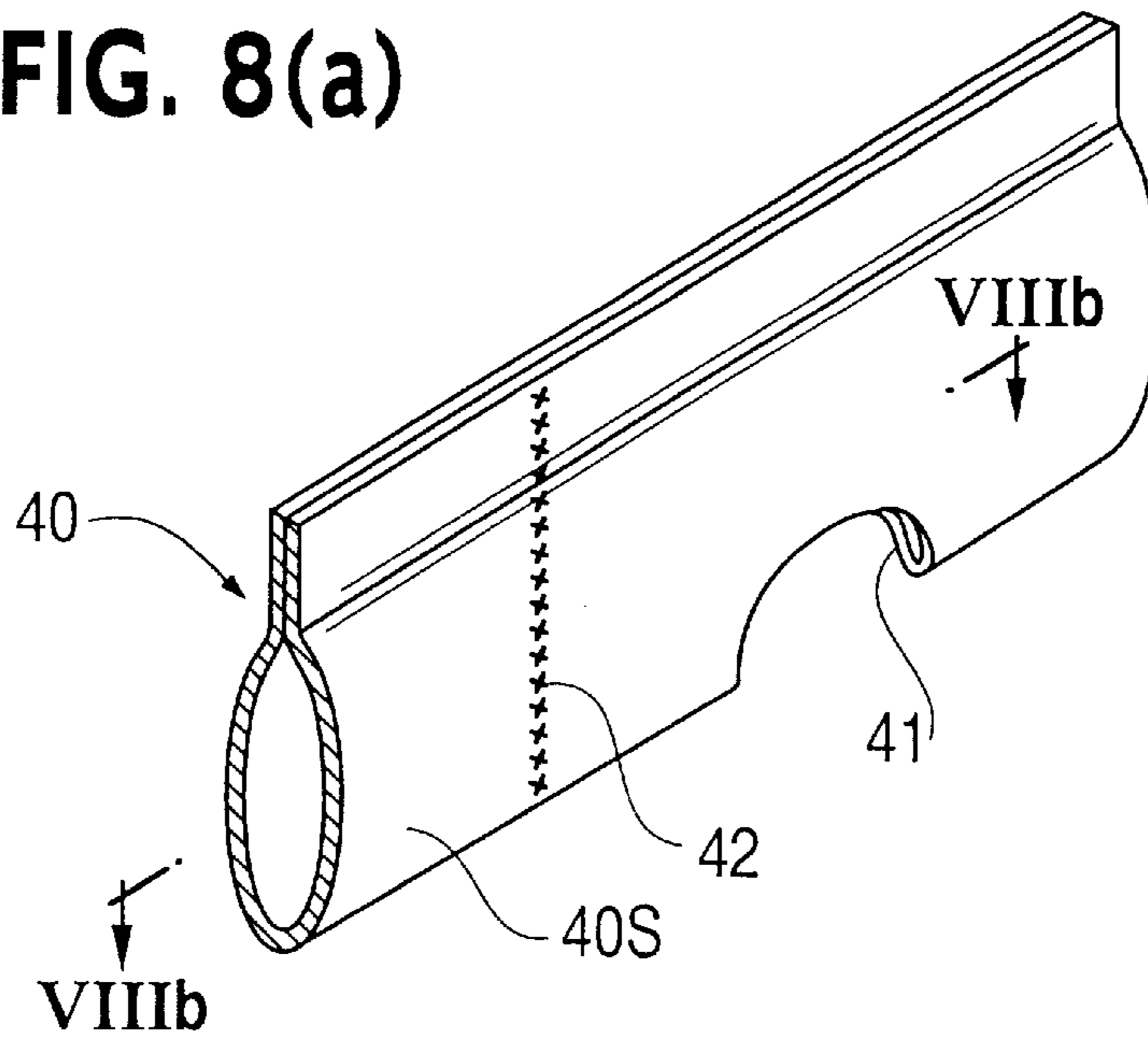


FIG. 8(b)

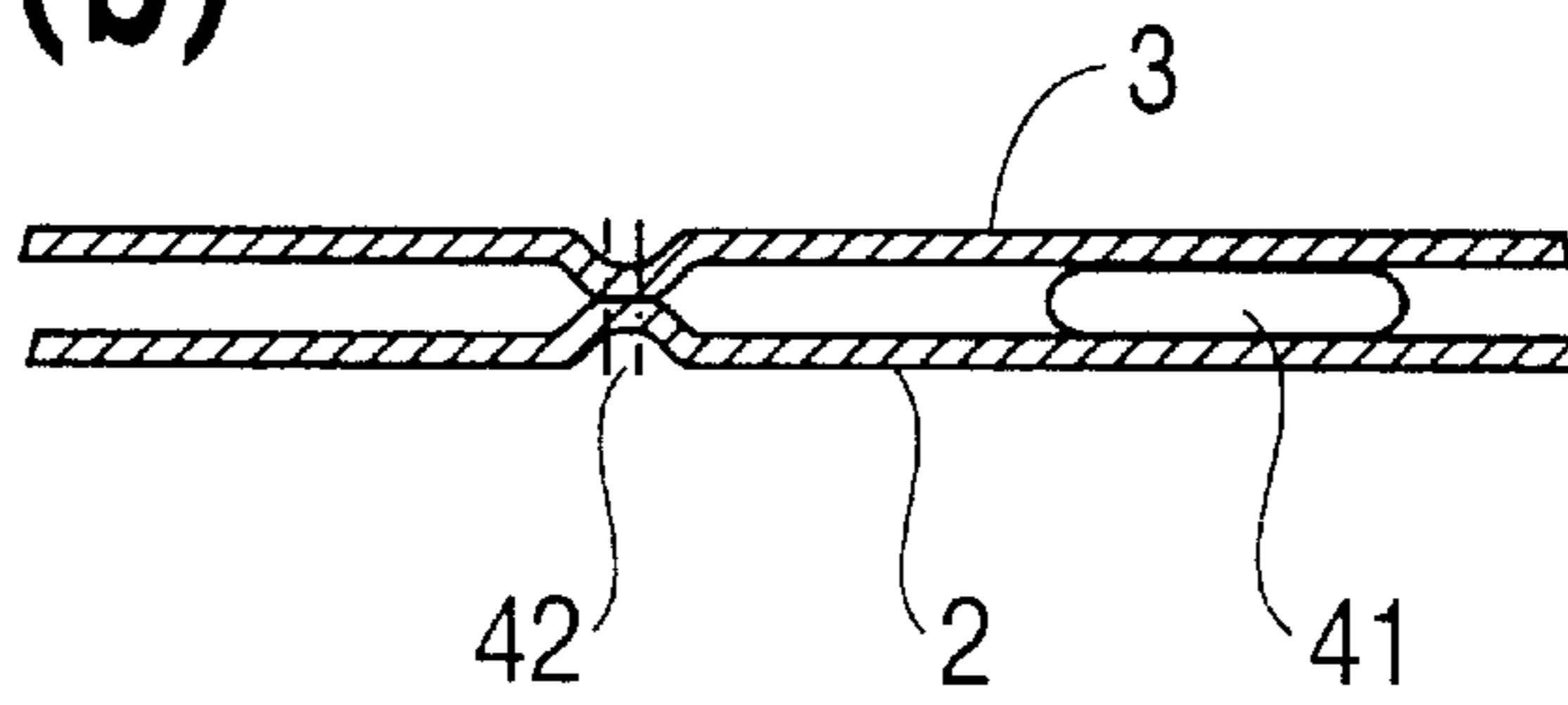
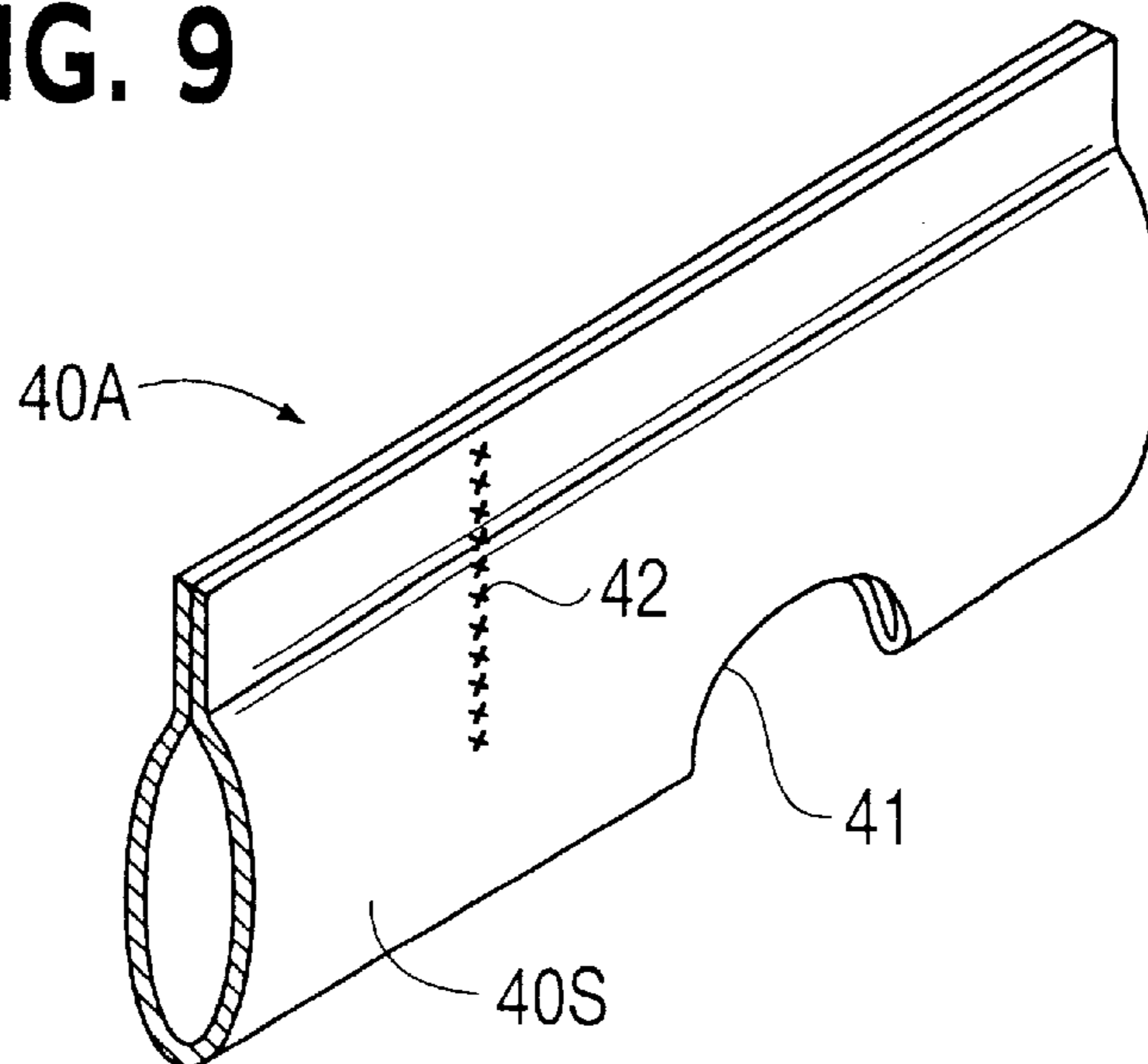


FIG. 9



PROTECTIVE CUSHION FOR VEHICLE OCCUPANT'S HEAD

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates to a protective cushion for a vehicle occupant's head and, more particularly, to a cushion which can be inflated along windows of side doors in the event of a side impact or roll-over situation.

2. Description of Related Art

One such protective cushion for a vehicle occupant's head is disclosed in International Patent Publication WO96/26087, particularly, FIG. 1 and FIG. 9 of the publication. The known cushion has a vacancy comprising a duct extending from the end at the front side of a vehicle (the front end) to the end at the rear side of the vehicle (the rear end) along the upper edge of the cushion. There are also a plurality of cells or chambers that extend downward from and communicate with the duct. Between the adjacent cells, an occupant-side sheet (hereinafter, sometimes referred to as "cabin-side sheet") and a vehicle body-side sheet (hereinafter, sometimes referred to as "door-side sheet") are joined.

According to the cushion disclosed in WO96/26087, the duct is formed by interweaving the cabin-side sheet and the door-side sheet. The duct thus formed is not ideal for introducing gas into the cells.

SUMMARY OF THE INVENTION

Accordingly, it is a general object of the invention to provide a protective cushion for a vehicle occupant's head that alleviates or minimizes the above described difficulties.

It is an object of the present invention to provide a protective cushion for a vehicle occupant's head that allows gas to be introduced into chambers, which are formed between sheets, in a timely manner.

It is yet another object of the present invention to provide a protective cushion for a vehicle occupant's head that is simple and cost-effective to manufacture.

A preferred embodiment of the invention intended to accomplish at least some of the foregoing objects includes a protective cushion for a vehicle occupant's head having two sheets superposed on each other and joined together to form a plurality of chambers arranged in the longitudinal direction of a vehicle.

A protective cushion for a vehicle occupant's head according to the present invention is disposed in the vicinity of a corner between a ceiling and a side surface of a vehicle cabin and is adapted to be inflated with introduced gas downwardly along the side surface. The protective cushion includes an occupant-side sheet and a body-side sheet superposed on each other and sewn together so as to form a plurality of vacant chambers between the sheets. Gas is introduced into the chambers, which are arranged in a longitudinal direction of the vehicle. The cushion also has a longitudinally extended gas passage at its upper portion. The gas passage is constructed of a cylindrical member that is provided separate from the sheets. There is at least one opening at an approximate midpoint of the gas passage that allows gas to be transferred from the cylindrical member to the chambers of the cushion.

In the protective cushion for a vehicle occupant's head, gas supplied to the cylindrical member is supplied into chambers through an end of the cylindrical member and/or openings formed in the cylindrical member. By selecting the

length of the cylindrical member and/or the positions of the openings, gas can be introduced into desired chambers from desired positions.

The cylindrical member may be made of a fabric sheet or a pipe constructed from a metal or a synthetic resin. In the cases in which the cylindrical member is made from a sheet, the sheet composing the cylindrical member (hereinafter, sometimes referred to as "cylindrical member sheet"), the cabin-side sheet, and the door-side sheet are sewn together with a common thread or yarn. The sewing preferably is both for forming the cylindrical member and for sewing together the cabin-side sheet and the door-side sheet, thus reducing the man-hours required in manufacturing the cushion.

According to the present invention, the upper portion of the cushion, where the cylindrical member sheet, the cabin-side sheet, and the door-side sheet are sewn together, may be provided with small holes through which bolts or rivets are inserted to secure the cushion to the vehicle body. In this case, the force applied to the cylindrical member is transmitted directly to the vehicle body.

According to the present invention, the protective cushion may further comprise stitching in the cylindrical member downstream portion from the opening in the gas flowing direction. This stitching closes or constricts the sectional area of the gas passage in the cylindrical member. Preferably, when the gas pressure in the cylindrical member reaches or exceeds a predetermined value, the sectional area of the gas passage is enlarged as a result of the stitching breaking.

BRIEF DESCRIPTION OF THE DRAWINGS

The accompanying drawings, which are incorporated in and constitute a part of the specification, illustrate presently preferred embodiments of the invention, and, together with the above general description and the following detailed description, serve to explain the principles of the invention.

FIG. 1 is a front view of a protective cushion 1 according to a first embodiment of the invention.

FIGS. 2(a) through 2(i) are sectional views taken along lines IIa—IIa through IIi—IIi of FIG. 1, respectively. FIGS. 2(j) through 2(m) are sectional views showing the cushion of FIGS. 2(c), 2(d), 2(e), and 2(h), respectively, in the inflated state.

FIG. 3 is a sectional view showing the inflated cushion 1 taken along a line III—III of FIG. 1.

FIG. 4 is a sectional view showing the inflated cushion 1 taken along a line IV—IV of FIG. 1.

FIG. 5 is a perspective view of a cylindrical member 20.

FIG. 6 is a front view of a cushion 1A according to a second embodiment of the invention.

FIG. 7(a) is a front view of a cushion 1B according to a third embodiment of the invention and FIG. 7(b) is a partial enlarged view of FIG. 7(a).

FIG. 8(a) is a perspective view of a cylindrical member 40 and FIG. 8(b) is a sectional view taken along a line VIIIb—VIIIb of FIG. 8(a).

FIG. 9 is a perspective view of a cylindrical member 40A.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Referring now to the drawings and initially to FIGS. 1–5, there will be seen a protective cushion or airbag 1 for a vehicle occupant's head according to a first embodiment of the invention.

This cushion **1** includes an occupant-side sheet or cabin-side sheet **2** and a body-side sheet or door-side sheet **3** superposed on each other and sewn together with thread (numerals **4** through **9** designate stitches) so as to define vacant chambers (hereinafter, referred to as only “chambers”) **11** through **14** between the sheets **2** and **3**.

The stitch **4** extends along the lower edges of the sheets **2, 3** from the front end **1F** to the rear end **1R** of the cushion **1**. The stitch **4** is curved into a U-like shape away from the lower edges of the sheets **2, 3** in the vicinity of the rear end **1R**, thus forming an elongated chamber **10** between the stitches **5** and **4**.

The stitch **5** extends along the upper edges of the sheets **2, 3** and extends downwardly from the vicinity of the front end **1F** apart from the upper edge so as to meet with the stitch **4**.

The stitch **6** sews sheets **2, 3** together in the vicinity of a longitudinal middle portion of the cushion **1**. The main part of the stitch **6** extends in the longitudinal direction in the vertical middle of the cushion **1** and both end portions of the stitch **6** extend in the vertical direction to meet with the stitch **4**. The stitch **6** substantially separates the chambers **11, 12** from each other, as shown in FIG. **1**. The chambers **11, 12** communicate with each other at their upper portions.

The stitch **7** sews the sheets **2, 3** together at approximately the center of the chamber **11** to prevent the thickness of the chamber **11** (the maximum distance between the sheets **2, 3**) from exceeding a predetermined range.

The stitches **8, 9** extend in the vertical direction to separate chambers **12, 13, 14** from each other. The chambers **12, 13, 14** communicate with each other at their upper portions and their lower portions.

A cylindrical member **20** is disposed between upper portions of the sheets **2, 3**. The cylindrical member **20** includes a long band-like sheet **20S** folded longitudinally and arranged between the upper portions of the sheets **2, 3** such that the folded portion is positioned at a lower side of the cushion **1**. The sheet **20S** is sewn together with the sheets **2, 3** by stitching **5** so as to form the cylindrical member **20**.

The cylindrical member **20** has a rear end **21** at approximately the same position as the rear end **1R** of the cushion **1** and an open front end **24** at a position above the chamber **13**. An opening **22**, which faces chamber **11**, and an opening **23**, which faces chamber **12**, are formed in the cylindrical member **20** approximately midway between the stitched ends of the sheet **20S**. An inflator is connected to the rear end **21** of the cylindrical member **20**.

In this embodiment, the openings formed in the cylindrical member are designed so that the nearer the openings are to the inflator, the smaller the openings are, thereby achieving an equal gas supply to chambers **11** through **14**.

The sheets **2, 3** and the sheet **20S** of the cylindrical member **20** are each provided with a plurality of projections **30** projecting upward from the cushion **1**. These projections **30** have small holes **31** formed therein. The cushion **1** is fixed to the vehicle body by inserting bolts or rivets through these small holes **31**. The impact that occurs when the cylindrical member **20** is inflated is transmitted to the vehicle body through the bolts or rivets, not via the sheets **2, 3**. The required strength of the sheets **2, 3** is therefore reduced.

For example, the cushion **1** is arranged such that the rear end **1R** is disposed on a C pillar of the vehicle and the front end **1F** is disposed on an A pillar of the vehicle. The cushion **1** is folded and arranged along a roof side rail. As described

above, the inflator is connected to the rear end **21** of the cylindrical member **20**.

The folded cushion **1** is covered by a cover. The cover is structured to be torn or opened into the cabin when the cushion **1** is inflated. The cover may be exclusive for the protective cushion or may be an interior garnish of the vehicle.

When the vehicle is involved in a lateral collision or roll-over, the inflator is actuated so that gas flows into the cylindrical member **20** through the rear end **21**. The gas flows inside the cylindrical member **20** and partially enters into the chambers **11, 12** through the openings **22, 23** so as to inflate the chambers **11, 12**. The gas partially enters into the chambers **13, 14** through the front end **24** of the cylindrical member **20** so as to inflate the chambers **13, 14**. The inflated chamber **11** expands on the side of the head of an occupant sitting on a rear sheet and the inflated chambers **12, 13, 14** expand on the side of the head of an occupant sitting on a front seat.

In the cushion **1**, the cylindrical member **20** is provided so that gas flows out through the openings **22, 23**, and the front end **24** of the cylindrical member **20** into the chambers **11** through **14** according to a predetermined route. Thus, the chambers **11** through **14** are inflated substantially at the same time.

FIGS. **6, 7(a), 7(b)** are front views of cushions **1A, 1B** according to second and third embodiments, respectively. In FIGS. **6, 7(a), 7(b)**, cylindrical members **20A, 20B** are shown in the through-vision state. Each rear portion of the cushions **1A, 1B** has a horizontal upper side and an oblique lower side.

In FIG. **6**, a front end **24** of the cylindrical member **20A** is positioned in the chamber **14**. The cylindrical member **20A** is provided with an opening **25** facing the chamber **13**. In FIG. **7**, a front end **24** of the cylindrical member **20B** is positioned at edges of the sheets **2, 3**. The cylindrical member **20B** is provided with openings **25, 26** facing the chambers **13, 14**, respectively. The remaining structure of the cushions shown in FIGS. **6, 7(a), 7(b)** are the same as those of the cushion shown in FIGS. **1** through **5**.

In the cushion **1A**, gas from the inflator flows out through the openings **22, 23, 25** and the front end **24** of the cylindrical member so as to inflate the chambers **11** through **14**. In the cushion **1B**, gas from the inflator flows out through the openings **22, 23, 25, 26** so as to inflate the chambers **11** through **14**. In both of the cushions **1A, 1B**, gas is supplied to the chambers **11** through **14** according to a predetermined route. Also in both of the cushions **1A, 1B**, the chambers **11** through **14** are inflated at substantially the same time.

FIGS. **8(a), 8(b), 9** show cylindrical members **40, 40A** that allow the inflation of the chambers **11** through **14** with some time lags. Each cylindrical member **40, 40A** comprises a sheet **40S** which is folded longitudinally into two half-sheets. An upper portion of the folded sheet **40S** is sewn together with the sheets **2, 3** by the stitch **5** so as to form the cylindrical member **40, 40A**. Each cylindrical member **40, 40A** has an opening **41**, through which gas flows out, at an approximate longitudinal middle of the cylindrical member. Each cylindrical member **40, 40A** is provided with stitches **42**, i.e., a constricting or closing element, which can be broken, located downstream from the opening **41**. In FIG. **8(a)**, the stitches **42** extend from the upper edge to the lower edge of the cylindrical member **40**, entirely closing the passage inside the cylindrical member **40**. On the other hand, in the cylindrical member **40A**, the stitches **42** close only an upper half of the passage inside the cylindrical member **40A**.

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As gas is introduced into the cylindrical member **40, 40A**, the gas flows out through the opening **41**. When the gas pressure at the upstream side of the stitches **42** exceeds a predetermined value, and the subsequent load on the stitches **42** causes the tension on the stitches **42** to be larger than the tensile strength of the yarn or thread, the yarn of the stitches **42** is broken so that a large amount of gas flows downstream from the stitches **42**.

As mentioned above, the stitches **42** can achieve the staggered inflation among the chambers. The stitches **42** can be structured so that a larger amount of gas is introduced into a larger chamber while a smaller amount of gas is introduced into a smaller chamber.

The stitches **42** closing a part of the passage inside the cylindrical member as shown in FIG. **9** may not be broken. In this case, the stitches **42** function as a constriction in the passage of the cylindrical member until the termination of inflation of the cushion.

Though the cylindrical member is made of a sheet in the above embodiments, the cylindrical member may be a pipe made of metal or a synthetic resin. When made of a synthetic resin, the pipe or tube could be flexible; it could be a rubber hose. The term cylindrical includes a member that is elliptical or substantially elliptical in cross section.

Though the preferred embodiment of the closing or constricting element is stitching **42**, the closing or constricting element may also be an adhesive.

Though the cushion has the length from the A pillar to the C pillar in the above embodiments, the cushion may extend from the A pillar to the B pillar, or, from the B pillar to the C pillar. The gas inlet of the cylindrical member may be positioned at the front end thereof or at a middle portion of the cylindrical member.

As described above, according to the present invention, gas can be supplied to chambers of a protective cushion for a vehicle occupant's head at the same time or with desired time lags among the chambers.

Additional advantages and modifications will readily appear to those skilled in the art. The invention in its broader aspects, therefore, is not limited to the specific details and representative devices described herein.

The priority document, Japanese Patent Application H10-234417 filed Aug. 20, 1998, is hereby incorporated by reference.

What is claimed is:

1. A protective cushion for a vehicle occupant's head, comprising:

an occupant-side sheet and a body-side sheet superposed on each other and sewn together so as to define a plurality of chambers into which a fluid is to be filled; and

a cylindrical member separate from and provided between the occupant-side sheet and the body-side sheet to define a longitudinal fluid passage at an upper portion of the cushion,

wherein the chambers are arranged in the longitudinal direction of the vehicle,

wherein the cylindrical member has at least one opening at an approximate middle of the cylindrical member to provide fluid communication between the fluid passage and the plurality of chambers; and

wherein the cylindrical member, the occupant-side sheet, and the body-side sheet are sewn together with a common thread.

2. A protective cushion for a vehicle occupant's head according to claim **1**, wherein the cylindrical member includes a sheet having a pair of longer ends and a pair of shorter ends.

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3. A protective cushion for a vehicle occupant's head according to claim **2**, wherein the longer ends of the sheet are positioned between an end of the occupant-side sheet and an end of the body-side sheet.

4. A protective cushion for a vehicle occupant's head according to claim **1**, wherein the cylindrical member, the occupant-side sheet, and the body-side sheet are superposed on each other at an upper portion of the protective cushion.

5. A protective cushion for a vehicle occupant's head according to claim **1**, further comprising a plurality of projections commonly extending from the cylindrical member, the occupant-side sheet, and the body-side sheet.

6. A protective cushion for a vehicle occupant's head according to claim **5**, further comprising a plurality of holes in the projections for fixing the protective cushion to the vehicle.

7. A protective cushion for a vehicle occupant's head according to claim **5**, wherein the common thread is positioned between the cylindrical member and the plurality of projections.

8. A protective cushion for a vehicle occupant's head as claimed in claim **1**, wherein the cylindrical member is a pipe.

9. A protective cushion for a vehicle occupant's head according to claim **8**, wherein the pipe comprises a metal.

10. A protective cushion for a vehicle occupant's head according to claim **8**, wherein the pipe comprises a synthetic resin.

11. A protective cushion for a vehicle occupant's head according to claim **10**, wherein the pipe is flexible.

12. A protective cushion for a vehicle occupant's head according to claim **11**, wherein the flexible pipe comprises a rubber tube.

13. A protective cushion for a vehicle occupant's head comprising:

an occupant-side sheet and a body-side sheet superposed on each other and sewn together so as to define a plurality of chambers into which a fluid is to be filled;

a cylindrical member separate from and provided between the occupant-side sheet and the body-side sheet to define a longitudinal fluid passage at an upper portion of the cushion,

wherein the chambers are arranged in the longitudinal direction of the vehicle, and

wherein the cylindrical member has at least one opening at an approximate middle of the cylindrical member to provide fluid communication between the fluid passage and the plurality of chambers; and

a closing element in the cylindrical member downstream from the at least one opening, wherein the closing element closes a sectional area of the cylindrical member.

14. A protective cushion for a vehicle occupant's head according to claim **13**, wherein, when a gas pressure in the cylindrical member reaches a predetermined value, the closing element breaks.

15. A protective cushion for a vehicle occupant's head according to claim **13**, wherein the closing element includes stitching.

16. A protective cushion for a vehicle occupant's head according to claim **13**, wherein the closing element includes an adhesive.

17. A protective cushion for a vehicle occupant's head comprising:

an occupant-side sheet and a body-side sheet superposed on each other and sewn together so as to define a plurality of chambers into which a fluid is to be filled;

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a cylindrical member separate from and provided between the occupant-side sheet and the body-side sheet to define a longitudinal fluid passage at an upper portion of the cushion,
wherein the chambers are arranged in the longitudinal direction of the vehicle, and
wherein the cylindrical member has at least one opening at an approximate middle of the cylindrical member to provide fluid communication between the fluid passage and the plurality of chambers; and
a constricting element in the cylindrical member downstream from the at least one opening, wherein the

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constricting element reduces the sectional area of the cylindrical member.

18. A protective cushion for a vehicle occupant's head according to claim 11, wherein the constricting element constricts the passage of the cylindrical member at least until termination of inflation of the cushion.

19. A protective cushion for a vehicle occupant's head according to claim 17, wherein the constricting element includes stitching.

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